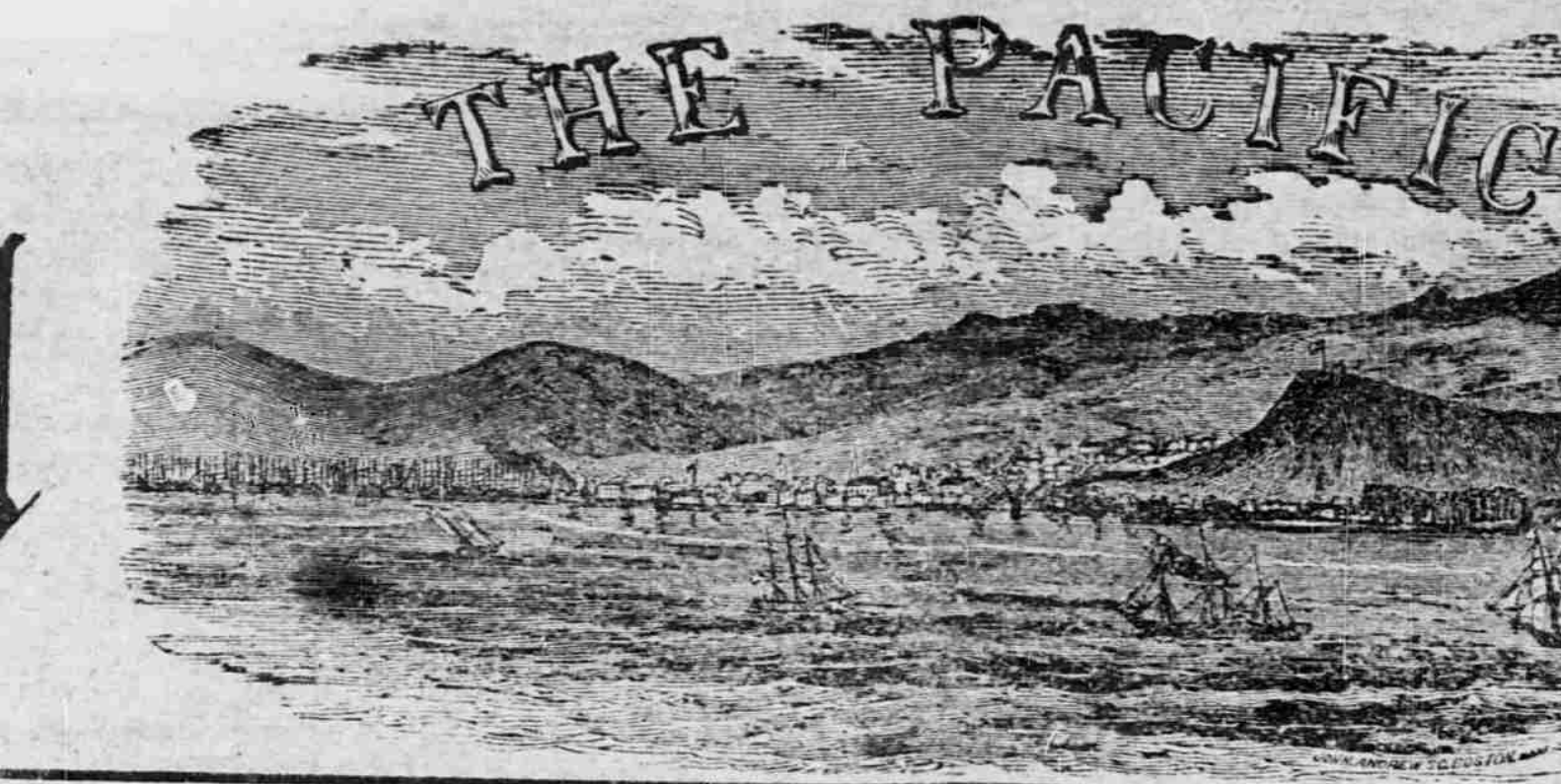


# Commercial



# Advertiser.

PUBLISHED WEEKLY BY  
HENRY M. WHITNEY.

HONOLULU, HAWAIIAN ISLANDS, AUGUST 28, 1856.

SIX DOLLARS PER ANNUM.  
VOLUME 1. NUMBER 9.

## THE PACIFIC COMMERCIAL ADVERTISER, Is Published Every Thursday Morning, at Six Dollars per Annum, Payable in Advance.

Papers sent to California, and the United States, will be \$7 50 per annum, (\$1 50 being the amount of the Hawaiian and American postage prepaid.) All such papers will have American postage stamps on them, which will prevent any additional postage being collected.

To accommodate subscribers in the U. S. or California, the publisher will receive at par in payment for subscriptions or advertisements, the bills of any sound bank of New York city, Boston, New Bedford, or New London, or any cash order from a merchant in the U. S. on any merchant resident here, or any wharfship captain visiting this port. Such orders may be transmitted by mail.

Subscribers in Tahiti, the Colonies, China, and other parts of the Pacific, will receive the paper for \$6 00 per annum.

**Rates**  
At which Advertisements will be charged.

All transient advertisements (first insertion) per line 10 cts.  
Each subsequent do. 5 cts.  
Business cards, (not exceeding 8 lines) per annum 50 cts.  
Each additional line 10 cts.  
Ships' ads., (not exceeding 10 lines) first insertion 10 cts.  
Each subsequent insertion 5 cts.  
Coasting schooner advertisements, if the type is kept standing and inserted regularly when required, will be charged each insertion 50 cts.

Quarterly Advertisements will be charged at the following rates, payable at the end of each quarter:

For one square (or one-eighth of a column) per quarter \$5 00  
"one-fourth of a column per quarter \$15 00  
"one-half of a column per quarter \$30 00  
"a whole column per quarter \$60 00

Advertisements for less than a week will be charged as follows:

Obituaries, funeral invitations and notices or communications intended only to benefit an individual's business, will be charged as advertisements.

Advertisements displayed in larger type than usual, are subject to heavier charges.

Subscription to the Commercial Advertiser is payable in advance.

No transient advertisements will be inserted, unless prepaid.

Correspondence from all parts of the Pacific will always be very acceptable.

**COMMERCIAL PRINTING OFFICE.**  
PLAIN AND FANCY  
BOOK AND JOB PRINTING

SUCH AS—  
BILLS OF EXCHANGE,  
BILLS OF LADING,  
CONSULAR BLANKS,  
BLANK DEEDS,  
HAND BILLS,  
SHOP BILLS,  
PAMPHLETS.

PRINTING, BUSINESS, AND ADDRESS CARDS  
printed on a "Yankee Card Press," in the highest style of the art.

## THE PACIFIC Commercial Advertiser.

**Father Land.**

"There is a land, of every land the pride,  
Belov'd by Heaven o'er all the world beside,  
Where brighter suns dispense serener light,  
And milder moons impart the night;  
A land of beauty, virtue, valour, truth,  
Time-torured age, and love-exalted youth;  
The wandering mariner, whose eye explores  
The wealthiest isles, the most enchanting shores,  
Views not a realm so beautiful and fair,  
Nor breathes the spirit of a purer air.  
In every clime the magnet of his soul,  
Touched by resemblance, trembles to that pole;  
For in this land of Heaven's peculiar grace,  
The heritage of Nature's nobler race,  
There is a spot of earth supremely blest,  
A dearer, sweeter spot than all the rest—  
Where man, creation's tyrant, casts aside  
His sword and sceptre, pogeneity and pride,  
While in his softened looks benignly blend  
The sire, the son, the husband, father, friend;  
Here woman reigns; the mother, daughter, wife,  
Strews with fresh flowers the narrow way of life;  
Around her knees, domestic duties meet,  
And fireside pleasures gambol at her feet.  
Where shall that land, that spot of earth be found?  
Ah! that a man, a patriot—look around;  
O, thou shalt find, wherever thy footsteps roam,  
That land thy country, and that spot thy home."

**VARIETY.**

**THE ENGLISH POSTAL SYSTEM.**—The second Annual Report of the English Post office has just come to hand, and is a document of more than ordinary interest. It shows the past condition and present state of the Post office in Great Britain, and the success of the system of uniform and low postage, which to a certain extent has been an example for postal legislation throughout the world. In the statistical and other information given, and in the order and arrangement of subjects, this Report is all that could be desired.

The number of Post offices in Great Britain is 10,498, and of these 920 are Principal offices, and 9,578 Sub offices and Receiving Houses. The great features of the British Post Office are the low and uniform postage, the free letter delivery, the receiving houses, the money order system, the return of dead letters to the writers, and the payment of government postage out of the treasury.

The number of letters mailed in the Kingdom during the year 1855, was 456,216,176; the number of newspapers, 71,000,000; the packages of transient printed matter, 3,000,000, and 800,000 valentines. This last number is obtained from the excess of letters Valentine week over the other weeks during the year. The gross income of the Post Office was \$13,582,100, and the expenses a little over half that amount. The number of money orders taken out during the year was 3,807,412, and the amount of money remitted, \$56,047,398. No mention is made of any money ever being lost in money orders, but in 1857 allowed by the holders to remain unpaid during the lifetime of the order, thus making a second commission necessary. Of dead letters the Report says: "Last year the number of returned letters, that is, of letters which were sent to the Dead Letter Office and returned to the writers, in consequence of the attempts to deliver them having failed, was nearly 2,400,000, or about one-half per cent. on the whole number of letters posted."

Two million letters were sent from the British Isles to the United States last year, being about 600,000 less than the year before. Of these two millions, 103,000 were returned as dead letters. The number of letters sent to Victoria, in Australia, was 350,000, and of these, 42,000, or 12 per cent., were returned to the Dead Letter office. There were 2,300,000 letters sent to France, and 97,000 were returned, "dead." The army and navy in the East used the Post Office largely, sending home 1,198,853 letters, and receiving from home 762,858. The Money Order Office had only been in operation to the Crimea for eight

weeks when the Report went to press, (March 17, 1856) and yet the soldiers and sailors in that time had remitted home 65,000. After this, British soldiers and sailors serving in the army or navy, in any part of the world, are going to have the facility of remitting money home by money orders. With over 55 million dollars remitted by mail annually in money orders with perfect safety, and the immediate and extensive applicability of the system in time of war, from a hostile shore; is there any difficulty in seeing the great utility of this financial agent, particularly to the poor and humble, who wish to transmit small sums? The nearest approach to compulsory pre-payment that they have in Great Britain, is the privilege of mailing letters for any place in the United Kingdom with or without pre-payment, but if not pre-paid, the postage is doubled; and to Australia letters must be pre-paid, or they will not be forwarded, there being no arrangement with that colony for collecting any postage that is due. But there is this vast difference between their arrangement and ours: when our letters are not prepaid, or if they lose their stamps, they are taken to Washington after many months, and burned; while in England they are at once returned safely to the writers.

Since Penny postage was introduced into England in 1840, there has been an increase in the number of letters written in a year, of 380,000,000; there being that number last year more than there was in 1839; an increase amounting to just six fold. The whole number of letters written and mailed in Great Britain, according to the official estimates, since January 1, 1840—when Penny Postage was introduced,—has been 4,933,518,876, or almost five thousand millions! Taking the number written in a year during high postage, and the rate of increase at that time as a standard, the number of letters during the sixteen years with high rates, would have been 1,319,523,556, or 3,673,995,340 less than the number actually produced under a penny rate! What vast social, moral, intellectual, pecuniary and commercial benefits must have arisen from a cheap and convenient postal system that called out 4,990,000,000 letters in sixteen years, instead of the moderate number of 1,319,000,000 that would have been written with high rates! The whole number of letters written in the United States since we have been a nation (65 years) has been only 1,393,930,814, or less than the number written in Great Britain during the last four years! These are the practical results. Is not a tree known by its fruit? Does not penny postage teach a wonderful lesson, in showing such a vast correspondence in a country where scarcely one-half of the people have any education at all?

One of the great features of the British Post Office, and the arm of the system that probably conduces more than any other to increase correspondence, is the free letter delivery. During the last year, free letter deliveries have been established at 1,327 places where none existed before, and at 640 other places the free delivery was extended or otherwise improved. Rural letter carriers are employed very extensively, and in the country districts around six or seven towns mentioned—Southampton, Colchester, Halifax, Turnbridge, Huddersfield, Wells, Norwich and Greenwich—the number of letters delivered by carriers amounts to some eighteen thousand a week—nearly a million in a year. In London, not content with ten deliveries a day, they are going to have hourly deliveries, and so rapid is the distribution to be, that letters will be all delivered within an hour after each collection.

The Postmaster General—his Grace the Duke of Argyll—make one very significant remark about foreign postage. He says—"I know it is your Lordship's desire, and it is one in which I fully concur, that the postage between the United Kingdom and every foreign country, both on letters and printed matter, should be moderate."

The number of persons in the employ of the British post office is 22,547; and the number of miles of mail transportation per week is almost 59,000. The average cost of transportation on railway is 20 cents a mile, and by coaches and other conveyances 45 cents. Some curious scraps of old postal history are given. The Archbishop of Canterbury, in 1566, sent a form of prayer by post, from Croydon through Waltham Cross and Ware to Croxton, and it was forty hours in going sixty-three miles. The railway through Croydon now goes fifty miles an hour—not sixty three miles in forty hours.

In 1698, Sir Robert Sinclair had a pension of £300 a year given him "to keep up the post" in Scotland, but he lost money at it, and threw it up.

In 1715 there was not a single horse or carriage post in all Scotland, the mail transportation being all done by foot runners, the same as it is now in many parts of India. In 1716, the Duke of Argyll, ancestor of the present Postmaster General, started the first horse post in Scotland. In 1757—ninety-nine years ago—the mail was eighty-seven hours in going from London to Edinburgh. At this time it is eleven hours. The first stage coach and the first penny post and letter delivery were established in Scotland in 1776. The letter delivery was started by one Peter Williamson, an eccentric native of Aberdeen, and he had letter deliveries every hour throughout the city of Edinburgh. As soon as the business got to be profitable the government took possession, and gave Williamson a pension.—N. Y. Journal of Commerce.

**CONCLUSION OF BENTON'S THIRTY YEARS' REVIEW.**

—The following is the two hundredth and last chapter of Col. Benton's history of his Senatorial life. I have finished the View which I proposed to take of Thirty Years' working of the federal government during the time that I was a part of it—a task undertaken for a useful purpose, and faithfully executed, whether the object of the undertaking has been attained or not. The preservation of what good and wise men gave us, has been the object; and for that purpose it has been a duty of necessity to show the evil, as well as the good, I have seen, both of men and measures. The good, I have exultingly exhibited posterity; the evil, I have stintedly exposed, only for correction, and for the warning example.

I have seen the capacity of the people for self government tried at many points, and always found it equal to the demands of the occasion. Two other trials, now going on, remain to be decided to settle the question of that capacity.

The election of President! and whether that election is to be governed by the virtue and intelligence of the people, or to become the spoil of intrigue and corruption?

The sentiment of political nationality! and whether it is to remain co-extensive with the Union, leading to harmony and fraternity; or divide into sectionalism ending in hate, alienation and civil war?

An irresponsible body, (chiefly self constituted and

mainly denominated professional office-seekers and office holders,) have usurped the election of President; (for the nomination is the election so far as the party is concerned;) and always making it with a view in their own profit in the monopoly of office and plunder.

A sectional question now divides the Union arraying one-half against the other, becoming more exasperated daily—which has already destroyed the benefits of the Union, and which unless checked, will also destroy its form.

Confederate republics are short lived—the shortest in the whole family of governments. Two dissensions beset them—corrupt election of the chief magistrate, when elective, sectional contention, when interest or ambition are at issue. Our confederacy is now laboring under both diseases; and the body of the people now, as always, honest in sentiment and patriotic in design, remain unconscious of the danger—and even become instruments in the hands of their destroyers.

If what is written in these cyphers shall contribute to open their eyes to these dangers, and rouse them to the resumption of their electoral privileges and the suppression of sectional contention, then this view will still have been written in vain. If not, the writer will have been a consolation—the knowledge of the fact that he has labored in his day and generation to preserve and perpetuate the blessings of that union and self-government which wise and good men gave.

**H. M. S. ELECTRA STRUCK BY A WATERSPOUT.**—The following interesting narrative is continued in a letter from Mr. Heaton, an officer of Her Majesty's ship Electra, son of the Hon. Mrs. Heaton, of Plas Heaton, Denbigh, and nephew of Lord Heniker:—

"At Sea Nov. 22, 1855.

The day before yesterday we encountered a most extraordinary danger—one that few ships have ever witnessed; that is, we were caught in a waterspout. The day had been very squally, and we had been compelled to take in sail several times, and therefore we who were below were not surprised to find the ship gradually over; but when she went further and the sea became almost perpendicular, we could see that something had happened beyond the common order of squalls, and I felt sort of faint, sick feeling of anticipation and vague dread that almost stifled the prayer that rose to my lips. The suspense was horrid, and the dread of being strangled below by the rush of water gave me strength, and I climbed over the others and managed to reach the deck. There every thing was in confusion, no one was giving any intelligible orders, and the ship was lying over on her broadside, with all of one side buried in the water, ropes and sails flapping about, and men standing agliss, with despair in their faces. I noticed one man in particular, who was sitting on the deck, seemingly and his face livid, dead to all that was passing around him. The sight of so much anarchy restored my self-possession, and I began to drive the men to the ropes to haul down the after sails, and after a couple of minutes work, the ship slowly righted. The captain's gig was stove in by the water, and the davits (strong curved pillars of iron, as thick as my leg) had been bent double by the pressure. It seems that a whirlwind mass of water had been suddenly seen near the ship, and before anything could be done it was upon her, bearing her down, and whisking her round and under water; whilst the whirlwind, by which it was caused, accompanied and caused, pressed her over by the sails, and increased the danger. It was indeed a fearful minute, and nothing but God's hand could have saved us, for man was utterly powerless against the tremendous manifestation of our Creator's might. As soon as I could get by myself, I returned Him thanks for mercifully sparing myself and my shipmates, and saving us in our hour of extreme peril. This was really a very uncommon adventure, for though ships frequently see waterspouts (I have seen many) it does not happen once in 500 times that it strikes a vessel. I have never heard of such an accident occurring, and hope never to see another, for it is so very appalling, for that very reason that it is so unusual, as no one knows how to avoid its effects after it is upon them; though there is a way of preventing it before it causes any damage, by the explosion of the air caused by the explosion breaks the spout before it is near enough to do any damage; but in our case it moved too swift for that, and all our guns are firmly lashed, on account of the bad weather we encounter thereabouts, so that it would have been a matter of time to clear one away."

**THE SUEZ CANAL.**—The present canal project across the Isthmus of Suez, is eliciting much discussion among English capitalists. Many are fearful that it will prove a complete commercial failure. The dangerous navigation of the Red Sea, and the necessity of the use of comparative light shipping will prevent it from becoming the highway of the heavy East India trade. It will be used only for passenger and parcel traffic. It is urged that the fact of the disuse of the ancient canals is sufficient proof that it cannot be made practicable. History affirms that in ancient times, even while the canal was in working order, a large portion of the East India traffic passed across the Great Desert, by land caravans.

The earliest canal communication across the Isthmus, of which we have any account, was that constructed by Sesostris, about sixteen centuries before Christ; this canal was suffered to fall into disuse, and fill up, and about one thousand years subsequent to the days of Sesostris it was again opened; and again by the Ptolemies, and afterwards by Sultan Amron in the seventh century. The doubters argue that a canal which could be so easily opened by dynasty after dynasty, could still more easily have been kept open had it been found of any practical utility.

During this whole period of some 2300 years Egypt was not only rich and powerful, but she was also the great commercial emporium of the world. There is a strong probability, however, that the canal will be speedily built. Ancient data of this description are but a poor standard by which to measure modern commercial appliances and energy.

**BUSINESS CARDS.**

**DR. FORD'S**  
Office and Drug Store, Queen Street, near the market. Ship's Medicine chests refitted and prescriptions carefully prepared under the supervision of LANGHERNE. Hot, cold, vapor, shower and medicated Baths, at all hours. 7-12

**COOPERAGE! COOPERAGE!**  
The undersigned would inform his friends and residents, that he still continues to carry on his business in all its branches at the old stand corner of Nuuanu and Marine streets. Ship Agents and Masters are respectfully invited to call and examine his large and desirable assortment of Casks, Barrels, and etc. Orders left at his shop will be executed with dispatch and on the most reasonable terms. H. C. GRAHAM. N. B. On hand and for sale, 4000 bbls Casks. 7-12

**BUSINESS CARDS.**

**R. COADY & CO.,**  
Shipping and Commission Merchants, Honolulu, S. I. Refer to Messrs. Grinnell, Minton & Co., New York, Butler, Keith & Hill, Boston, Wells Fargo & Co., San Francisco, Alsup & Co., Valparaiso, G. F. Train & Co., Melbourne, Wm. Patten & Co., Hong Kong, Baring Brothers & Co., London. Exchange for bills on the U. S. and Europe. Honolulu, July 1, 1856-4f

**DANIEL C. WATERMAN,**  
Commission Merchant and General Shipping Agent, Honolulu, Oahu, S. I. References, Messrs. Morgan, Hathaway & Co., & Macdonald & Co., San Francisco; Messrs. J. R. Groom & Co., James B. Coughlin Esq. & W. S. E. Potts Esq., New Bedford. July 1, 1856-4f

**GUST. C. MELCHERS.** **GUST. REISNER.**  
**MELCHERS & CO.,**  
Commission Merchants and Ship Chandlery, Honolulu, Oahu, S. I. Stone store corner of Kaahumanu and Merchant streets. Money advanced on favorable terms for Whalers bills on the U. S. and Europe. July 1, 1856-4f

**ALLEN & CO.,**  
Commission Merchants, dealers in Ship Chandlery, Hawaiian Produce, and General Merchandise, corner of Queen and Kaahumanu Sts. Honolulu, Oahu, H. I. July 1, 1856-4f

**J. C. SPALDING,**  
Commission Merchant, and Importer, Honolulu, Oahu, S. I. Wanted, Bills of Exchange on the U. S. and Europe. Consignments from abroad promptly attended to. Island produce of all kinds taken in exchange for goods. July 1-4f

**B. W. FIELD,**  
Commission Merchant, Honolulu, Oahu, H. I. Also Agent for C. Titcomb's Coffee Plantation, offers for sale, Superior Hawaiian coffee, in large or small quantities. July 1-4f

**C. BREWER 2d,**  
General Commission Merchant, Honolulu, Oahu, S. I. Money advanced on favorable terms for bills of Exchange on the U. S., England, and France. July 1, 1856-4f

**ROBERT C. JANION,**  
Merchant and Commission Agent, Honolulu, Oahu, S. I. July 1-4f

**C. A. & H. F. POOR,**  
Shipping and Commission Merchants, Honolulu, Oahu, S. I. 2-4f

**VINCENT GRENIER,**  
Importers and Commission Merchants, Nuuanu St., Honolulu. VINCENT GRENIER, J. J. CARAYAN, Proprietors, Bordeaux. Agent, Honolulu. 2-4f

**J. HACKFELD & CO.,**  
General Commission Agents, and Ship Chandlery, Honolulu, Oahu, S. I. July 1, 1856-4f

**VON HOLT & HEUCK,**  
General Commission Merchants, Honolulu, Oahu, S. I. July 1-4f

**ALEX. J. CARTWRIGHT,**  
Commission Merchant and General Shipping Agent, Honolulu, Oahu, H. I. July 1, 1856-4f

**ERNEST KRULL.** **EDUARD MOLL.**  
**KRULL & MOLL,**  
Importers and Commission Merchants, Kaahumanu street, Makiki block. July 1, 1856-4f

**FELDHEIM & CO.,**  
Importers and Commission Merchants, Queen St., Honolulu, Oahu, S. I. July 1, 1856-4f

**A. P. EVERETT,**  
Commission Merchant, Honolulu, Oahu, S. I. July 1, 1856-4f

**JOHN THOS. WATERHOUSE**  
Importers, Wholesale and Retail dealer in general merchandise. Whalers and Navy Bills bought and sold. July 1, 1-4f

**THOMAS SPENCER,**  
Ship Chandler and Commission Merchant, Honolulu, Oahu, S. I. Ships supplied with refreshments, provisions, &c. at the shortest notice, on reasonable terms. Whaler bills wanted. July 1, 1856-4f

**SAM'L N. CASTLE.** **AMOS S. COOKE.**  
**CASTLE & COOKE,**  
Importers and Wholesale and Retail dealers in General Merchandise, at the old stand, corner of the King and School streets, near the large Stone Church. Also at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel. Agents for Dr. Jaynes' Medical Pills. July 1, 1856-4f

**W. A. ALDRICH.** **C. R. BISHOP.**  
**ALDRICH & BISHOP,**  
Importers and dealers in general merchandise, Honolulu, Oahu, S. I. Island produce bought and sold. Agents for the sale of the products of the Lihue Plantation. 3-4f

**A. P. EVERETT,**  
Auctioneer, Honolulu, Oahu, H. I. Ju 1-4f

**M. C. MONSARRAT,**  
Auctioneer, Honolulu, Oahu, H. I. Ju 1-4f

**AGENT FOR THE**  
**Liverpool Underwriter's Association.**  
The undersigned begs leave to notify Merchants, Ship owners, and Ship masters, that he has received the appointment of AGENT for these Islands for the LIVERPOOL UNDERWRITER'S ASSOCIATION. ROBERT C. JANION. July 1-4f

**AGENT FOR LLOYD'S**  
The undersigned begs to notify to Merchants, Ship owners and Shipmasters, that he has received the appointment of AGENT at these Islands for LLOYD'S LONDON. ROBERT C. JANION. July 1-4f

**KRULL & MOLL,**  
Agents of the Hamburg and Lubbeck Underwriters, Honolulu, Oahu, H. I. July 1, 1856-4f

**FLORENS STAPENHORST,**  
Agent for the Bremen Board of Underwriters. All average claims against the said Underwriters, occurring in or about this Kingdom, will have to be certified before him. July 1-4f

**UTAI & AHEE,**  
Importers of China Goods, and dealers in general merchandise, Tea, Coffee, Sugar, and Molasses; King St. Honolulu, Oahu. July 1, 1856-4f

**GEORGE G. HOWE,**  
Lumber Merchant, yard corner of Queen and Nuuanu streets on the Punchard premises. July 1-4f

**W. N. LADD,**  
Importer and dealer in Hardware, Rods, Pipes, Oils, and general Merchandise, corner of Fort and King streets. July 1, 1856-4f

**HENRY RHODES,**  
Importer of, and dealer in Wines, Spirits, Ale and Porter, near the Post office Honolulu. July 1, 1856-4f

**E. O. HALL,**  
Importer and Dealer in Hardware, Dry Goods, Paints, Oils, and general Merchandise, corner of Fort and King streets. July 1, 1856-4f

**SAVIDGE & MAY,**  
Grocers and Provision Merchants and Coffee Roasters, King street, near the Bethel. July 1, 1-4f

**L. FRANCONI,**  
Dry Goods and Groceries, Globe Store, King Street. 5-4f

**J. E. CHAMBERLAIN,**  
Attorney at Law, office corner of Fort and Merchant streets. 5-4f

**J. H. WOOD,**  
Manufacturer, Importer and Dealer in Boots and Shoes of every description. Shoe Findings, Pump, Sole, Rigging, Harness, and Extent Leathers. Calf, Goat, Hog, and Buck Skins. Trunks, Valises, Sporting Gloves, Fells and Masks, Black and White, Brushes, Hosiery, &c. &c. Brick Shoe store, corner of Fort and Merchant sts., Honolulu, H. I. July 1-4f

**F. L. JONES,**  
Retail dealer in Dry Goods, Clothing, &c., corner of Queen and Nuuanu sts. Honolulu, H. I. July 1-4f

**L. FRANCONI,**  
Dry Goods and Groceries, Globe Store, King Street. 5-4f

**C. H. LEWERS,**  
Carpenter and Lumber Merchant, Fort St. Honolulu. Ju 1-4f

**GEORGE C. SIDERS,**  
Manufacturer and dealer in Tin, Sheet Iron, and Copper ware, Kaahumanu street, opposite J. C. Spalding's. Honolulu, H. I. Summer Bakers, Tin and Copper Pumps, Bathing Tubs, Foot and Shower Baths, Tin and Zinc Roofing, and a general assortment of Tin ware. Ship work executed with neatness and dispatch. July 1, 1-4f

**HONOLULU FAMILY MARKET,**  
Formerly the Rose Cottage Market, Honolulu, Oahu, H. I. The undersigned would respectfully inform the Residents and Ship masters, that they can be supplied with the best Pork and Mutton, at his establishment, nearly opposite the Bethel, at the very lowest prices. Families, Hotels, and Boarding Houses can be supplied at any time of day with the best Sauces, Pickles, Sugar Cured Meats, and Vegetables at the shortest notice on reasonable terms. B. F. HARDER, Proprietor. 4-4f

**W. H. STUART,**  
Cabinet maker and Upholsterer, Hotel, near Fort St. Honolulu. 2-4f

**ROBINSON & HUGHES,**  
Saddles and Harness manufacturers, corner of Fort and Hotel at. 2-4f

**OHLSON & CO.,**  
Carriage trimming, Upholstery, and Mattress manufacture, on the corner of Fort and Hotel street. 2-4f

**S. C. HILLMAN,**  
News Agent, Importer and Dealer in American and European Newspapers, Magazines, and Literature of all kinds. Fort Street between Merchant and King Streets. 5-4f

**CHAS. H. BUTLER,**  
Cooper & Gunner, Honolulu, Oahu, H. I. Cooperage, Gun stock, directly opposite R. Coady & Co's, new building. Would inform the public that he is always to be found at his shop, to give prompt attention to all orders in his line of business. He has constantly on hand a large and desirable stock of Casks, (in shooks and otherwise), Barrels, Tubs, and other articles made to order. He would especially invite the attention of masters of the Whaling Fleet, and other vessels to the above, and assure them that he will at all times be prepared to meet their demands, upon the shortest notice, and most reasonable terms. Honolulu, July 1, 1856-4f

**S. HOFFMEYER,**  
Commission Merchant, dealer in Ship Chandlery, and General Merchandise, Lahaina, Maui, H. I. Ships furnished with recruits. Whalers bills wanted on the U. S. and Europe. Storage. July 1, 1856-4f

**WILSON & COLBURN,**  
Commission Merchants, Ship Chandlery, and General Agents Lahaina, Maui, S. I. Ships furnished with recruits. Whalers bills wanted on the U. S. and Europe. Storage. July 1, 1856-4f

**J. F. COLBURN,**  
Auctioneer, Lahaina, Maui, S. I. July 1, 1856-4f

**GILMAN & CO.,**  
Ship Chandlers and General Agents, Lahaina, Maui, S. I. Ships supplied with recruits, storage and money. Ju 1-4f

**G. D. GILMAN,**  
Auctioneer, Lahaina, Maui, H. I. 5-4f

**JOHN THOS. WATERHOUSE,**  
Importer, and cheap dealer in general merchandise, Lahaina, Maui, S. I. July 1, 1-4f

**B. PITMAN,**  
Ship Chandler and dealer in General Merchandise, Waialae Bay, HILO, HAWAII.  
Keeps constantly on hand an extensive assortment of every description of goods required by whale ships and others. Shipping furnished with fresh beef, Vegetables, and all kinds of Groceries, and Provisions &c. at the shortest notice, at the very lowest market prices. Best facilities for storage of from 3 to 5000 barrels, being near the landing, and free from thatched buildings. Wanted, Whalers bills on the U. S. or Europe, for which money will be advanced on reasonable terms. N. B. This port offers the safest and most commodious anchorage of any port in the Hawaiian group. Here you can give vent to your liberty without danger of losing them by desertion. No ardent spirits allowed to be sold.

**J. WORTH,**  
Dealer in General Merchandise, HILO, HAWAII. Ships supplied with recruits at the shortest notice, on reasonable terms. Bills of exchange wanted. July 1, 1856-4f

**R. S. HOLLISTER,**  
Attorney and Counsellor at Law, and Solicitor in Chancery, Koloa, Kauai. 2-6m

**L. GRIFFITH MORGAN.** **C. S. HATHAWAY.** **E. F. STORZ.**  
**MORGAN, HATHAWAY & CO.,**  
Commission and Forwarding Merchants, San Francisco, Cal. References, T. S. Hathaway Esq., Messrs. T. & A. R. Nye & Swift & Perry, New Bedford, Messrs. Grinnell Minton & Co., New York, John M. Forbes Esq., Boston, Messrs. Perkins & Smith, New London, Daniel C. Waterman Esq., Honolulu. July 1, 1856-4f

**CHARLES BREWER,**  
Commission Merchant, Boston, U. S. Refer to Jas. Makoe and R. W. Wood Esqrs. July 1, 1856-4f

**GODFREY RHODES,**  
Accountant and general Agent, offers his services as a Broker, in bringing up books, making out and collecting accounts, translating from and into the French and Hawaiian languages, &c., &c. Office at the store of Mr. Rhodes, opposite Mr. Monsarrat's Auction Room. 4-6m

**CHAS. F. GUILLOU,**  
Late Surgeon United States Navy, Consular Physician to select American seamen. Office next door to J. C. Spalding's, Kaahumanu street; Residence at the mansion of E. Pallas, Esq., corner of Baretania and Alakea sts. Respectfully offers his professional services to resident families, to the shipping, and to strangers generally. Medical and Surgical advice in English, French, Spanish, and Italian. Office hours from 11 A. M. to 2 P. M., and from 4 to 6 P. M. Ju 1-4f At other hours enquire at his residence.

**B. HOFFMANN,**  
Physician and Surgeon, office in the new drug store, corner of Kaahumanu and Queen sts. Makiki block. Ju 1-4f

**PAUL C. DUNCORRAN,**  
Attorney at Law, Conveyancer and Accountant. Office corner of Merchant and Kaahumanu Streets, Honolulu. 5-4f

**J. E. CHAMBERLAIN,**  
Attorney at law, office corner of Fort and Merchant streets. 2-4f

**J. H. WOOD,**  
Manufacturer, Importer and Dealer in Boots and Shoes of every description. Shoe Findings, Pump, Sole, Rigging, Harness, and Extent Leathers. Calf, Goat, Hog, and Buck Skins. Trunks, Valises, Sporting Gloves, Fells and Masks, Black and White, Brushes, Hosiery, &c. &c. Brick Shoe store, corner of Fort and Merchant sts., Honolulu, H. I. July 1-4f

**F. L. JONES,**  
Retail dealer in Dry Goods, Clothing, &c., corner of Queen and Nuuanu sts. Honolulu, H. I. July 1-4f

**L. FRANCONI,**  
Dry Goods and Groceries, Globe Store, King Street. 5-4f

**C. H. LEWERS,**  
Carpenter and Lumber Merchant, Fort St. Honolulu. Ju 1-4f

**GEORGE C. SIDERS,**  
Manufacturer and dealer in Tin, Sheet Iron, and Copper ware, Kaahumanu street, opposite J. C. Spalding's. Honolulu, H. I. Summer Bakers, Tin and Copper Pumps, Bathing Tubs, Foot and Shower Baths, Tin and Zinc Roofing, and a general assortment of Tin ware. Ship work executed with neatness and dispatch. July 1, 1-4f

**HONOLULU FAMILY MARKET,**  
Formerly the Rose Cottage Market, Honolulu, Oahu, H. I. The undersigned would respectfully inform the Residents and Ship masters, that they can be supplied with the best Pork and Mutton, at his establishment, nearly opposite the Bethel, at the very lowest prices. Families, Hotels, and Boarding Houses can be supplied at any time of day with the best Sauces, Pickles, Sugar Cured Meats, and Vegetables at the shortest notice on reasonable terms. B. F. HARDER, Proprietor. 4-4f

**W. H. STUART,**  
Cabinet maker and Upholsterer, Hotel, near Fort St. Honolulu. 2-4f

**ROBINSON & HUGHES,**  
Saddles and Harness manufacturers, corner of Fort and Hotel at. 2-4f

**OHLSON & CO.,**  
Carriage trimming, Upholstery, and Mattress manufacture, on the corner of Fort and Hotel street. 2-4f

**S. C. HILLMAN,**  
News Agent, Importer and Dealer in American and European Newspapers, Magazines, and Literature of all kinds. Fort Street between Merchant and King Streets. 5-4f

**CHAS. H. BUTLER,**  
Cooper & Gunner, Honolulu, Oahu, H. I. Cooperage, Gun stock, directly opposite R. Coady & Co's, new building. Would inform the public that he is always to be found at his shop, to give prompt attention to all orders in his line of business. He has constantly on hand a large and desirable stock of Casks, (in shooks and otherwise), Barrels, Tubs, and other articles made to order. He would especially invite the attention of masters of the Whaling Fleet, and other vessels to the above, and assure them that he will at all times be prepared to meet their demands, upon the shortest notice, and most reasonable terms. Honolulu, July 1, 1856-4f

**S. HOFFMEYER,**  
Commission Merchant, dealer in Ship Chandlery, and General Merchandise, Lahaina, Maui, H. I. Ships furnished with recruits. Whalers bills wanted on the U. S. and Europe. Storage. July 1, 1856-4f

**WILSON & COLBURN,**  
Commission Merchants, Ship Chandlery, and General Agents Lahaina, Maui, S. I. Ships furnished with recruits. Whalers bills wanted on the U. S. and Europe. Storage. July 1, 1856-4f

**J. F. COLBURN,**  
Auctioneer, Lahaina, Maui, S. I. July 1, 1856-4f

**GILMAN & CO.,**  
Ship Chandlers and General Agents, Lahaina, Maui, S. I. Ships supplied with recruits, storage and money. Ju 1-4f

**G. D. GILMAN,**  
Auctioneer, Lahaina, Maui, H. I. 5-4f

**JOHN THOS. WATERHOUSE,**  
Importer, and cheap dealer in general merchandise, Lahaina, Maui, S. I. July 1, 1-4f

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